

IN THE SPECIFICATION:

Please substitute the following paragraphs [0024], [0035], [0051], and [0060] for the like-numbered paragraphs in the above-identified application. A marked up version of each of the amended paragraphs, indicating all of the changes relative to the previous versions, is included in the attachment entitled Version with Markings to Show Changes, accompanying this amendment.

1. Please substitute paragraph [0024] with the following:

A1 [0024] FIGS. 5A-5C are exemplary depictions of an aircraft ascending to an assigned altitude or target;

2. Please substitute paragraph [0035] with the following:

A2 [0035] Mode Control Panel (MCP) 856 serves as a user-interface between the flight-crew and the automation. The flight-crew select pitch, thrust, and roll modes via 860, 862, 864, 865, 866, 868, and 870, respectively.

3. Please substitute paragraph [0051] with the following:

*A3
cont.* [0051] A capture icon 410 is displayed which may include a capture region 610 and overshoot region 612. Capture region 610, in one embodiment, resembles a bracket where the end of the bracket nearest the current altitude 614 represents the last point to start capture and where the other end of the bracket 616 represents the first point to start capture. Relative distance indicators 615 and 617 may be provided near bracket ends 614 and 616. It should be noted that, in the depicted embodiment, the relative distances represented by the bracket ends 614 and 616, and indicated on the relative distance indicators 615 and 617, respectively, are calculated relative to the aircraft, and from the

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COND.

frame of reference of the aircraft, as was described above and depicted in FIG. 5A. Thus, in FIG. 6A, the first point to initiate capture 515 corresponds to bracket end 616, and the last point to initiate capture 520 corresponds to bracket end 614. This indicates to the pilot that aircraft 201 should initiate capture when bracket end 616 reaches the target altitude icon 420, and no later than when bracket end 614 reaches target altitude icon 420. It should additionally be noted that the first and last points to initiate capture and their associated relative distance indicators may be constantly or periodically recalculated and may depend on the current vertical ascent/descent rate, among other factors. During a maneuver to a different elevation, the vertical rate may first increase, then remain constant, and then decrease back to zero as the assigned elevation is attained. Therefore, the relative distance indicators (615 and 617) may change many times.

4. Please substitute paragraph [0060] with the following:

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[0060] Although much of the discussion has focused on examples where aircraft 201 is ascending to an assigned altitude, similar operation is provided for an aircraft assigned to a lower altitude, for an aircraft assigned to ascending or descending paths, and for embodiments showing capture region information relative to the assigned altitude, rather than relative to the aircraft or the present aircraft altitude. An example of an aircraft assigned to a lower altitude, and in accordance with an embodiment in which capture region information is displayed relative to the assigned lower altitude will now be described.
